

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JULY 2010



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854

Pres: Ken Vandenbelt 589-5051 Vice Pres: Bill Purosoky 214-2729 Treas: Al Spalding 676-3370

Secr: Vickie Vandenbelt 589-5051 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

Well, it's been a busy month for some of us (see the following Special Kudos section). Building prep took the better part of the week for power washing the exterior, sanding bad spots, and applying primer. Once that was all completed, Saturday was determined to be our "Paint Party Day". At 9am, we started out masking off windows, doors etc. It took the morning for us to determine that the small sprayers were not going to have the power needed to push the paint. So, we located a rental sprayer and Bill P & Brian took off to Okemos to pick it up. After lunch, Gary went to work spraying with assistance from Brian. The rest of us were kept busy moving equipment & keeping the sprayer filled with paint. What a day - but by 6pm we had 'er done and our building is looking great !! We still have the trim and touch up to do, but we are over the toughest hurdle now.

Our July 4th parade float turned out great!! Al Spalding towed the decorated trailer with a quarter-scale RC plane and our MAD sign.



Lots of people were in town to enjoy the parade and, hopefully, we got some good publicity from the float and the flyers passed out by Karen, Julie and Vickie.

Sorry to report that our first Young Eagle Rally of the year was a bust. Low ceilings kept us grounded. But the guys were great talking to the kids about the planes and aviation. Most everyone said they would return in July.

Our Dawn Patrol banner (thanks again to Bruce VanFarowe for his purchase of this banner for our chapter last year) was displayed at the airport entrance prior to our event.

Unfortunately, weather for our Dawn Patrol was also a disappointment but the B-25 Mitchell did make it in, along with four other planes (IFR). The ceilings did finally raise enough for the B-25 to do one paid flight in the afternoon. Our turnout was really good considering we had few pilots - just shy of 300 breakfasts!! And, some of our guys got the planes out to show & talk with our customers.

It was a special day for Jack Toman. He was able to see his Kitfox test flown for it's very first flight. The report - it flew like a dream!! Congratulations and well done, Jack.

**Board of Directors Meeting
June 9, 2010, 7:00 pm.
Chapter Membership Meeting
June 12, 2010
Breakfast 8-9, YE Rally – 9:30**

This month, we will not have a program but go directly into our YE Rally. We always have need of volunteers for auto parking;

flightline security, concessions, and registration table. Let Doug Koons know if you are available to work.

Speaking of volunteers, we would have been really pinched if we would have had 70 planes AND lots of drive in traffic for the Dawn Patrol. We are hopeful of a much bigger attendance at MAD. People return to our events because they like our food and the way we treat them !! Great service and security will not be possible without member volunteers. We have lots of jobs from morning thru afternoon. PLEASE HELP!! It's a great way to share our enthusiasm and knowledge of aviation. Would your spouse, friends, or any young adults you know care to get involved?? Signup sheets are in the meeting room. If you don't know where you might fit in, see Vickie.

It is time to appoint a Nominating Committee to solicit candidates for six Directors positions. Joe Madziar, Dave James, & Ed Search have volunteered. Please advise if you would be interested in serving with them.

The duty of the Chapter 55 Board of Directors is to conduct and control the business and property of the chapter. Meetings of the Board are scheduled for 7:30pm the evening of the Wednesday immediately preceding the second Saturday of each month. Meetings generally last one to two hours depending upon the amount of business to be conducted. Would you be interested in serving your Chapter as a Director? If yes, please let a member of the Nominating Committee know. The nominations will be presented to the membership at the October general meeting and posted on the bulletin board. Elections will be held at the November general meeting. Elected Directors shall assume their responsibilities at the December Chapter membership meeting. If there is a member that you feel would be a good candidate for this position, please encourage him/her to allow you to make a nomination.

Share the passion,
Ken Vandenbelt, President

SPECIAL KUDOS:

Dawn Patrol: Drew Seguin, Dave Cook/Greg Hover, George Moore, Gilbert McKessy, Dave Groh, Gary Long, Jack Toman and Dan Schiffer for bringing their airplanes out for the patrons to see.

Building Preparation: Warren Miller for securing preliminary info; Bill Bezdek for loan of the power washer; Drew Seguin for loan of scaffolding; Doug Koons, Bill Purosky, Al Spalding, Ken Vandenbelt for the power washing, sanding & priming labor.

Building Painting: Gary Long for spraying with Brian Eakin assisting; Bill Purosky, Ken Vandenbelt, Joe Madziar, Joe Pirch, Jim Spry for prep & equipment labor.

Grounds: Vickie Vandenbelt for Round-Up & edging; Ed Crouse for mowing.

July 4th Float: Gary Long use of RC Plane, Greg Hover use of trailer, Al Spalding use of Yamaha, Joe Madziar building the platform, Ken Vandenbelt for MAD sign, Karen Meirndorf, Vickie Vandenbelt, Mary Gowans float decor, and Karen, Vickie & Julie Spalding for walking the parade passing out flyers in the heat !!



Mason Jewett Advisory Group extends a thank you to Joe Pirch, Al Spalding, Gary Long, Dave & Deb Groh, Ken & Vickie Vandenbelt for their time and assistance with July 4th airport gate security. Judging by the litter, cans, bottles, and expended fireworks along Kipp Road & Eden Road and our neighbors parking lots - we can be glad that we do not have the same mess within the airport premises.



Breakfast Teams

<u>July</u>	<u>August</u>
Rick Dallas	John Kennedy
Ed Crouse	Gary Long
Mary Gowans	Jim Palmer
William Long	Dave Paul
Tom Scheehan	Rob Smith
Ellen Webb	Rocky Stone
Joan Wilke	Roy Thelen
	Bruce VanFarrowe



June Cooks: Lynn Brown and Dave Groh

**EAA Chapter 55
Board of Directors Meeting, June 9, 2010**

→Meeting was called to order at 7:02pm. Directors Present: Ken Vandenbelt, Bill Purosky, Vickie Vandenbelt, Al Spalding, Dave James, Ed Search, Joe Madziar, Doug Koons, Jim Spry, Warren Miller (late). Guests: Dave Cook, Gary Long. →Secretary's Report dated 5/5/10; DKoons made a motion to approve, Bill Purosky second; all approved. →Treasurers Report dated 5/31/10: Al Spalding reported that the 990IRS form has been filed & we should be in good standing. Normal income & expenditures with some items for Garmin Seminar & upcoming DP. Joe Madziar made a motion to approve; Dave James second; all approved. →YE; Doug Koons reported insurance is all set for all 3 rallies. The Leslie School group cancelled & will contact us later; impromptu is covered as long as YE guidelines are met. Scouts- EAA can not do by the scout agreement; EAA needs to treat as "regular" kid with parental signed form. BOD decided Western &

Southern Life exhibit would be better at MAD event & not at YE rally. →DP/MAD: Bill Purosky reported we are only able to get the food permit for 2 events (unless we have someone to take or has completed the entire restaurant training courses).

→Membership: per newsletter. →Personal Property Inventory still pending. →Building Paint: Warren Miller secured a couple of quotes. #1 prep \$2800 + paint \$5900 = \$8700 and #2 roughly \$6000. BOD decided to handle with chapter volunteers; work on loan of power washer, paint sprayers and scaffolding equipment. Vickie Vandenberg made a motion to proceed with purchase of paint & necessary supplies pending selection of color; Joe Madziar second; all approved. →BOD selected 4 color choices to present to membership for voting; The Blues (current); Night Sky (dark blue); Sentinal Sand (tan) and Vulcan Gray. →Meeting Room remodel & expansion-tabled. →"EAA55" sign-tabled. →Nominating Committee: Joe Madziar; Dave James; Ed Search volunteered; will ask at general meeting for additional volunteers. →EAA-Brick for AirVenture arch: no interest in purchasing a chapter brick. →First Responders - best to schedule every two years. Bill Purosky will put together a letter outlining info available online for training & we will do mailing to local fire units. →Gary Long presented BOD with offer from Highfields for free breakfast & tour of their facility (troubled boys). Discussed doing a drive out after our meeting w/lunch or doing on other than meeting day. Will present & poll membership. →Doug Koons made a motion to adjourn; Dave James second; adjourned at 8:35pm.

EAA Chapter 55 Gen'l Membership Meeting, June 12, 2010

→Meeting was called to order at 9:34am; approx. 40 members present. →Following the National Anthem, President KVandenberg thanked the breakfast team. →Secretary's Report dated May 8, 2010; motion to approve as published in the newsletter; second; all approved. →Treasurer's Report dated May 31; motion to approve; second; all approved. →YE; DKoons reported ready to go if weather clears. →Membership; per newsletter. →DP/MAD: DP ready; need volunteers. MAD need volunteers. →First Responders: successful, plan to do again in 2-3 years. →Building Paint: submit your vote on tally sheet; also need volunteers. →Meeting Room remodel & expansion tabled. →Nominating Committee; need volunteers for committee to secure nominations for Directors. →Highfields Tour; Gary Long presented options for a drive out breakfast & tour some Saturday or tour & lunch after a meeting. Membership present preferred an after-meeting tour & lunch; October is next available & we will work toward that. →Suggestion that we put a full size wind sock on our flag pole; discussion that the pole will not hold it and it would be distorted by building(s). →Bill Bezdek has a copier to donate. Al Spalding volunteered to have & hold for EAA55. →Relay for Life; Karen Meirndorf has luminaries for sale. →Dick Bacon; has interest in hunting camp for sale. →Tom Botsford; announced Ingham Conservation District Barn Dance on 6/26/10. →Suggestion that we have a Hanger Tour on field or member planes to tour. →Motion was made & meeting adjourned at 10:07am.

TIDBITS ~

By Vickie Vandenberg

NEW MEMBERS: Chapter 55 welcomes new members Chuck Cooper and Ronald Pearce.

ELLIOT SEGUIN @ AIRVENTURE: If you're going to Oshkosh this year you might want to take in one of Elliot's two talks. White Knight flight Research - Monday 10:00 am and Wasabi Air Racing May Day - Thursday 1:00 pm. Additional info available on the AirVenture website.

THREE LADIES FOR THE 3-DAY: Our member, Julie Spalding, along with her mother, Linda Ried, and friend, Debra will again participate in the "60-Mile 3-Day Breast Cancer Walk " on August 13, 14, &15. They have been in grueling training for months - including 14-mile walks in these later weeks. If you are interested in contributing to their walk, please send a check (fully tax-deductible) made payable to "Susan G. Komen 3-Day for the Cure: and return it to Julie Spalding; 1025 S. Diamond Road; Mason, MI 48854

MAD PLANNING MEETING: Next meeting will be Wednesday, August 18th.

Young Eagles

By Doug Koons

Hi everyone, This Saturday we will start flying Young Eagles at 10:00 am. We will be setting up and getting the planes ready from 9-10. Please come ready to help with the kids and their families.

I also have one more request, please park our vehicles on the south and west side of our hangar to allow more room for our visitors.

I hope the weather will be nicer this time. Thank you, Doug

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

History is entwined with names, places, and events that give perspective to the commitment and sacrifice that people, real people, made to protect the ideal of freedom. When the Germans invaded northern France and WWI began, the United States declared its neutrality. But that did not stop Americans from entering the war, against the wishes of their own government. The entwined history is that 137 years earlier, Marie-Joseph Paul Yves Roch du Motier, Marquis de la Lafayette entered the service of George Washington during the American Revolution. He led revolutionary forces against the British, and worked to secure French financial and military aid to the Colonies. We remember this man as General Lafayette.

The first Americans to aid the French during WWI would become ambulance drivers, because they could not serve in a French uniform. As the war progressed, Americans were

allowed to join the French Foreign Legion, which allowed them to fight in the trenches. The idea of forming a squadron of American pilots to fight in the air belongs to William Thaw II of Pittsburg. Educated at Yale, he had attended the Curtiss Flying School in Hammondsport, NY. In August, 1914, Thaw joined the French Foreign Legion. In late October, he looked up from the trenches and saw a German airplane overhead. "One day soon, a squadron of American volunteers will be flying for France".

Thaw joined with Bert Hall and James Bach, also serving at the front. They visited the nearby Escadrille D-6, and appealed to the commander for assignment to a flying squadron. In December, Thaw received orders to train in the Caudron, a two-place reconnaissance aircraft. He survived the training, even though he had never flown on land (his Curtiss training was on water), never flown with a rotary engine, and never flown with a propeller in the front.

Hall and Bach were not quite as lucky. Neither had ever flown, but both told the French they were experienced aviators. On arrival at the French flying training unit in Pau, Hall was immediately asked to demonstrate his flying skills. Bravely, he climbed into the airplane, and "zig-zagged across the airfield like a drunken duck", smashing the airplane to bits against a hangar wall. Enduring the harsh words only a French commander could deliver, he was nonetheless allowed to enter training. Both Hall and Bach received their wings, although French intelligence officers followed them closely, to be sure they were not spies for the Germans.

The next two Americans to join the French Service Aeronautique were Gervais Raoul Lufbery and Didier Masson. Both were American citizens, but were born in France. Lufbery had flown with Marc Pourpe, giving demonstrations in the Near and Far East. When the war broke out, they happened to be in France to purchase a new airplane. Masson had learned to fly in California, and gave demonstrations there. After many crashes, Masson earned the nickname "the Rubber Man". Thaw, Hall, Bach, Lufbery, and Masson would become the first 5 pilots in the American unit.

The French eventually realized the value of an all-American squadron for the Service Aeronautique, and relaxed their requirement for the volunteers to join the French Foreign Legion. The unit would be called N-124, the Escadrille Americaine. The insignia of the unit, a Sioux warrior in full war paint, was inspired by a gift of a dozen Browning shotguns from Robert Chandler, the uncle of Victor Chapman, to be used if the Lewis guns mounted on the airplane failed (as they quite often did).

The Remington shotgun shells that accompanied the gift had an Indian head emblazoned on the case. One of the pilots, Edward Hinkle, did the artwork, which became the unmistakable symbol of the squadron.



The N-124 move across northern France as the war progressed and campaigns were launched or countered. They started in Nieuports and ended in SPADs. They started with Lewis machine guns mounted on top of the upper wing. The Lewis guns were almost impossible to aim, and even more impossible to clear when they jammed. They eventually received synchronizers that allowed the gun to be mounted directly in front of the pilot, firing through the propeller. The synchronizer interrupted the bullet flow as the blades passed in front, so the airplane itself could be aimed at the target before firing.

A number of anecdotes come from the history of the N-124. Henry Sweet Jones, assigned to training at Buc, managed to get one of the "grasshopper" trainers off the ground (a clipped wing airplane NOT intended to be flown), and put on a marvelous display of impromptu aerobatics. His French instructors were furious "that he wasn't killed". During the move of the squadron to Chaudon, the pilots were briefed to avoid an irrigation ditch bordering the field. Thomas Hewitt then proceeded to smash his brand-new SPAD against the ditch. Furious, the commander removed Hewitt from combat and sent him to pick a new SPAD for Robert Soubiran, who was on leave. On returning to Chaudon, Hewitt managed to smash the second brand-new SPAD on the same ditch at about the same spot. He became known as "Useless Hewitt".

Andrew Courtney Campbell joined the N-124, and was noted as generally fearless. He would fly formation so close that the other pilots feared his propeller would chew up their airplanes. One day after returning from a mission, Campbell decided to put on an aerobatic display for the crowd gathered below (always a bad idea!). At the top of a loop, the lower left wing of Campbell's Nieuport ripped off and fluttered away. Cautiously recovering from the dive, Campbell managed a landing in a beet field several miles from the airfield. The Nieuport had a reputation for shedding lower wings, but until Campbell's landing, there was no evidence to show the direct cause.

The unit was Commanded by the French officer Captain Georges Thenault, an excellent pilot and fighter ace. There were 38 pilots who can be attributed to making up the Americans volunteers in the Escadrille Americaine. The N-124 achieved an enviable combat record in the early stages of WWI, downing 57 enemy aircraft while losing 9 of their own pilots. Three would become aces, Raoul Lufbery (16 - KIA), David Peterson (6), and William Thaw (5). The first victory was by Kiffin Rockwell on 20 May 1916, when he shot down a German LVG observation plane, with the Lewis gun mounted on the upper wing of his Nieuport. When he returned to Luxeuil, the mechanics examined his magazine, and discovered only 4 bullets missing from the drum!

The first loss was Victor Chapman, who was shot down near Verdun on 23 June in a 5 versus one fight with 2 LVGs escorted by 3 Fokkers. He was the first American aviator to be killed in WWI. James McConnell died in combat on 19 March 1917, the last American volunteer to die in combat before the United States formally entered the war. McConnell AFB near

Wichita, KS is named after him. The next N-124 pilot to die was Edmond Genet, making him the first American pilot to be lost after the United States declared war on Germany.

Prior to the United States entering the war, the US Secretary of State Robert Lansing objected to the name Escadrille Americaine. In November 1916 the squadron was renamed the Escadrille des Volontaires. It is not known exactly who suggested the idea, but in December 1916 the unit was renamed the Escadrille Lafayette (in the French language, the adjective generally follows the noun). The name suggested that it was a unit composed of volunteers, with a connection to America. The sword of General Lafayette had again been placed in the ground. Entwined in history, it was now for Americans who had come to the aid of the French. And thus is the history of the formation of what Americans remember as the famed Lafayette Escadrille.

The Lafayette Escadrille remains today in the French Air Force. One squadron of the 4th Wing, based in Luxeuil (where it was originally formed) and flying the Mirage 2000, has maintained the designation as the Lafayette Escadrille.

Would someone please tell me why summer goes by so fast? June almost flashed by, and very soon will be enjoying Oshkosh. A few weeks after that the kids will be back to school and football season will be in full swing. So pull that throttle back a little to enjoy the summer while you can, and never forget that someone out there needs an extra hand from their fellow airmen.

Letter to the Editor

I was a bit dismayed after attending a recent board meeting when one of our long time members with an e-mail from our President came to ask questions and express his opinion. He was told to be quiet. He has since quit the chapter all together. I hope that this board has not adopted CRAA's Bob Selig's train of thought being "there is only one opinion".

There are great member/volunteers in the chapter. I would hope that all of the members ideas and opinions would be considered and respected.

Thank You, Connie Stewart

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

Less than a month to go until Oshkosh! Many of us will be taking our aircraft over Lake Michigan flying at high altitudes for safety.

We all know the FAA rules for oxygen usage. Flight crew must use oxygen above 12,500 feet when the time at altitude is 30 minutes or longer. At 14,000 feet or above all aboard must use supplemental oxygen. The reality is that hypoxic symptoms can start as low as 5000 feet at night and 9000 feet during the day! Fatigue, smoking and certain medications can also worsen the symptoms of hypoxia.

If your trip takes you high consider renting or purchasing a portable oxygen system to increase your safety and make the trip more enjoyable. Call or write if questions!

www.OK2FLY.com

CLASSIFIED

RIDE SHARE TO/FROM BEACON AVIATION: If you would like to be a part of an "Informal Ride Share"- please contact Mike Marhanka 517-485-9190 or Jim McFarland 517-944-7796; sirjames@sbc.global.com

AIRVENTURE: Dave James has (2) seats; \$110 each; to fly to AirVenture July 22-July 30; 517-410-4959 and Bill Puroskey has rooms available in a great house; \$40 night; 517-655-1432

HANGARS FOR RENT: Deanna McAlister 517-851-7047 or Lloyd Brown 517-589-8619

FOR SALE:

Share of Whitetail Hunting Camp Inc. (a Chapter S corporation; my stock is 1/8th interest). Well run & managed to improve deer hunting. Comprised of 157 acres bordering on 155,000 acres of the Houghton Lake State Forest & the Roscommon Line. Contact Dick Bacon 517-230-7808

Wasabi Air Racing T-shirts can be ordered at the online store <http://wasabiarracing.bigcartel.com/> (or google Wasabi air racing). Support your home town racer - Elliot Seguin!!

TKM MX-12 navcoms (2) with trays, one glideslope receiver, & wiring harness; \$1,200 (firm); like new. Also, navy blue sheepskins (2) for Cessna 182; look new; \$175 for the pair. Cliff Hale 517-230-2357

Rans 2007 S6S Coyote II; 88 hrs; Rotax 912; many extras; \$49,000. Ernie Lutz 517-676-4601

DTV antenna; analog or digital TV; \$20
George Moore 517-536-1034

Telex ProCom 200 noise canceling headphones.
Bart Smith 517-676-2146

Generac Generator; \$350.00 Greg Hover 517-676-5126

Burning barrels; \$5.00 Dave Groh 517-676-4416

Yesteryear Aviation; new surplus hardware 517-676-4416

Military-style Dog Tags; \$5.00 Vickie 517-589-5051

Avon Products & Natural Beauty Soaps.
Deanna McAlister 517-596-2506

WILL LOAN: Zenith 701 jigs & fixtures.
Chuck Hacker 517-740-9222

Contact Warren or Vickie to place your ad here!



SHORT FINAL:

My home airport is KAVP, which has an active flight school. I heard the following communication between ATC and a student pilot. Student: "Ground, Cherokee 1234. Request staying in the pattern for practice touch-and-goes." ATC: "Report mid-field and intentions on each pass. Taxi to runway 4." After the second touch-and-go, the following was heard: Student: "Cherokee 1234. Left-field downwind request touch-and-go, runway 4." ATC: "Left-field is baseball; mid-field is flying." from Dr. Russell Owens via e-mail